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REPORT NO. [REDACTED]

COUNTRY Rumania

DATE DISTR. 29 April 1954

SUBJECT 1. Giulesti Airfield  
2. Central Commission for Sport Aviation

NO. OF PAGES 6

DATE OF INFORMATION [REDACTED]

REFERENCES:

PLACE ACQUIRED [REDACTED]

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THIS IS UNEVALUATED INFORMATION

SOURCE [REDACTED]

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I. IDENTIFICATION DATA:

Reference Enclosure No. 1, Overlay GSGS 4417, Sheet No. 4040, "Bucuresti", scale 1:100,000. Pinpoint location Bucharest/Giulesti Airfield.

- (1) Giulesti Airfield /also known as Gravita/Rosie/ - approximate boundary indicated by broken line.
- (2) Highway - eight meters wide, asphalt. Principal road leading from Bucharest north to Pitesti /N 44-51, E 24-51/. South perimeter of airfield bordered this highway. Telephone poles approximately six meters high were observed along the highway and adjacent to airfield.

II. SITE LAYOUT:

25X1X Reference Enclosure No. 2, [REDACTED] Memory Sketch - Bucuresti/Giulesti Airfield.

- (1) Highway - same as Point 2, Enclosure 1.
- (2) Entrance - no barrier or gate. Unguarded. Pedestrian and vehicular traffic.

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- (3) Road - gravel. Led from highway through building area of airfield. Continued for a short distance beyond building area.
- (4) Storage Building - six by five meters, single story, wood. Metal barrels observed. A portion of building used as a snack bar.
- (5) Aircraft Fuel Tank - underground, capacity unknown. One manually operated pump. A 200 lit. tank (approximate) mounted on a mobile hand-operated refueling cart was used to transport fuel from this location to aircraft.
- (6) Road Barrier - Armed military guard believed to be with the Securitate force posted 24 hours a day.
- (7) Garage - four by six meters; wood, roof type unknown. Housed one truck used for transportation of personnel and airfield supplies.
- (8) Office Building - 16 x 10 m., wood, tile gabled roof, single story with possibly two or three rooms in attic section. Contained offices of chief of airfield, operations, and chief pilot. Also a small library, club and mess room.
- (9) Building - 20 x 12 m., wood, tile gabled roof, two-story. Thirty to forty soldiers (Securitatea) were quartered here and were used for the security of the airfield. An instruction hall for student pilots was located on the ground floor. 25X1X
- (10) Building - 12 x 6 m., single story, wood, tar-papered wood gabled roof. Dormitory for approximately 50 persons. [REDACTED] student pilots from regions other than Bucharest were quartered in this building during periods of training.
- (11) Hangars (two) - each approximately 20 x 18 x 6 m., wood, steel frame, tar-papered, barrel-type roof, sliding wooden doors, concrete flooring. Minor maintenance performed in hangars.
- (12) Buildings (two) - small (dimensions unknown), single story, wood. Source unable to furnish information on use of buildings.

### III. GENERAL INFORMATION:

Bucharest/Giulesti Airfield was used as a civil pilot school under the authority of the Central Commission of Sport Aviation (Comisia Centrala Aviaticii Sportive - CCAS).

The rectangular airfield was located in the northeast outskirts of Bucharest just north of the main marshalling yards. The airfield surface was sod covered and level, [REDACTED] believe that it was extensible in any direction due to building and housing areas on the west, south and east sides and irregular wooded terrain and a small creek to the north. Natural drainage was considered to be excellent. There was no evidence of construction of buildings, runways, or other facilities during the 1951-52-53 period. 25X1X

[REDACTED] the more advanced students received night flying, aircraft type unknown. The landing area lighting facility was said to be powerful headlights of a truck. Red obstruction lights were located on the higher obstructions around the perimeter of the field.

[REDACTED] facilities. [REDACTED] minor maintenance was conducted on aircraft and stated that major maintenance was performed either at Otopeni or Baneasa Airfields in the Bucharest area.

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25X1X Student training was conducted in ZLIN aircraft types 381-26-22, 25X1X  
 25X1X PO-2. [redacted] observed  
 25X1X two NARDY aircraft. Military aircraft had not been observed at  
 any time [redacted] Number of aircraft varied from 5 to 15. [redacted]  
 [redacted] there was possibly a military unit of some kind at the  
 northeast perimeter of airfield, as barrack-type buildings were  
 observed; [redacted] 25X1X

Airfield area not enclosed by a fence. Security duties performed by  
 military members of the Securitate.

#### IV. ADDITIONAL INFORMATION:

25X1X Central Commission for Sport Aviation (Comisia Centrala Aviatici  
 Sportive - CCAS): (Before proceeding with the information obtained  
 [redacted] regarding this organization, it should be noted that  
 [redacted] the CCAS was to  
 undergo some changes. The information following [redacted] know- 25X1X  
 ledge of the organization until October 1953. It was believed that  
 the CCAS was to be more closely supervised by the Rumanian Air Force.)

CCAS, organized in 1948, was subordinate to the Council of Ministers  
 (Consiliu de Ministri). Its president was Vasiliu SCORTIA; vice-  
 president, MUSCALAGIU. [redacted] the following 25X1X  
 directorates existed:

Propaganda  
 Personnel  
 Administration  
 Training

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25X1X The mission of the CCAS, [redacted] was to give the air-  
 minded people of Rumania an opportunity to fly aircraft, gliders, and  
 to undergo parachute jump training. At the same time, it served in  
 the national interest by creating partially trained personnel for  
 duty in the air force and parachute units. [redacted] it was  
 a prerequisite to be a member of this organization before being con-  
 sidered for military flying training. 25X1X

25X1C [redacted] 400 to 500 students completed flying training 25X1X  
 (52 hrs. for license) under the CCAS in Rumania in 1953. [redacted]  
 estimated that 200 to 300 of these were taken for military flying  
 training. TARS airlines probably received others for training as  
 commercial pilots, while CCAS probably used the remaining students  
 to train as instructors.

25X1C [redacted] 52 hours training to obtain a pilot's license. He  
 heard that the number of hours necessary had been increased to 60.  
 In order to maintain a pilot's license, it was necessary to acquire  
 20 hours flying time annually. [redacted] the only time he 25X1X  
 had seen any air force pilots at Giulesti Airfield was at the time  
 of ground school and flight examinations. (When questioned on this  
 last statement, [redacted]  
 [redacted] was not aware that any other student  
 was given such a check ride.)

25X1C [redacted] flight training under this program in 1951  
 and application was made to the CCAS regional office in Bucharest. 25X1X  
 Two references were necessary, plus a general physical examination.  
 25X1C [redacted] an educational examination was not necessary since he  
 [redacted]  
 25X1X that persons other than college students were required to take an  
 educational examination. [redacted] knowledge of one student who  
 was 16 years old, but could offer no information on the maximum age.

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the following airfields were used for training by the CCAS:

BUCHAREST/GIULESTI		Pilot Training
ALEXANDRIA	/N 43-59, E 25-20/	* Pilot Training
PITESTI/GAMINA	/N 44-51, E 24-51/	* Pilot Training
BRASOV/GHIMBAV	/N 45-42, E 25-32/	Pilot Training
PLOESTI/STRASNIC	/N 44-56, E 25-58/	Pilot Training
TARGU-MURES	/N 46-32, E 24-31/	Glider Training
POPESTI/LEORDENI	/N 44-23, E 26-11/	Glider and Parachute Training
BUCHAREST/DUDESTI-CIOPLEA		Glider and Parachute Training

\*Coordinates approximate.

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In August 1953, [REDACTED] newspaper that a parachute jump tower 80 m. high had been added to the facilities at Duesti/Cioplea. [REDACTED] no further information.

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Enclosures:

1. Overlay of GSGS 4417, Sheet 4040, "BUCURESTI".
2. Memory Sketch - Giulesti Airfield.

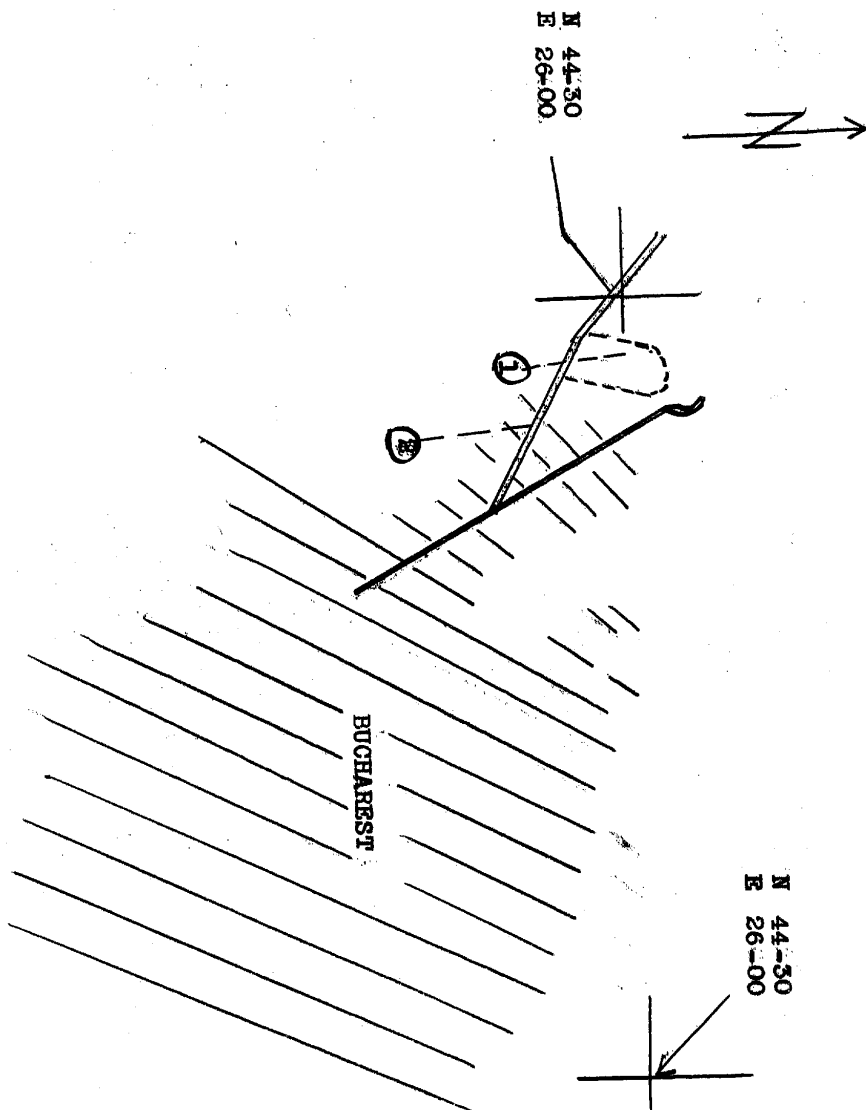
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ENCLOSURE NO. 1  
Overlay of GSGS 4417  
Sheet 4040, "BUCURESTI"  
Scale 1:100,000  
Pinpoint Location- Giulesti  
Airfield



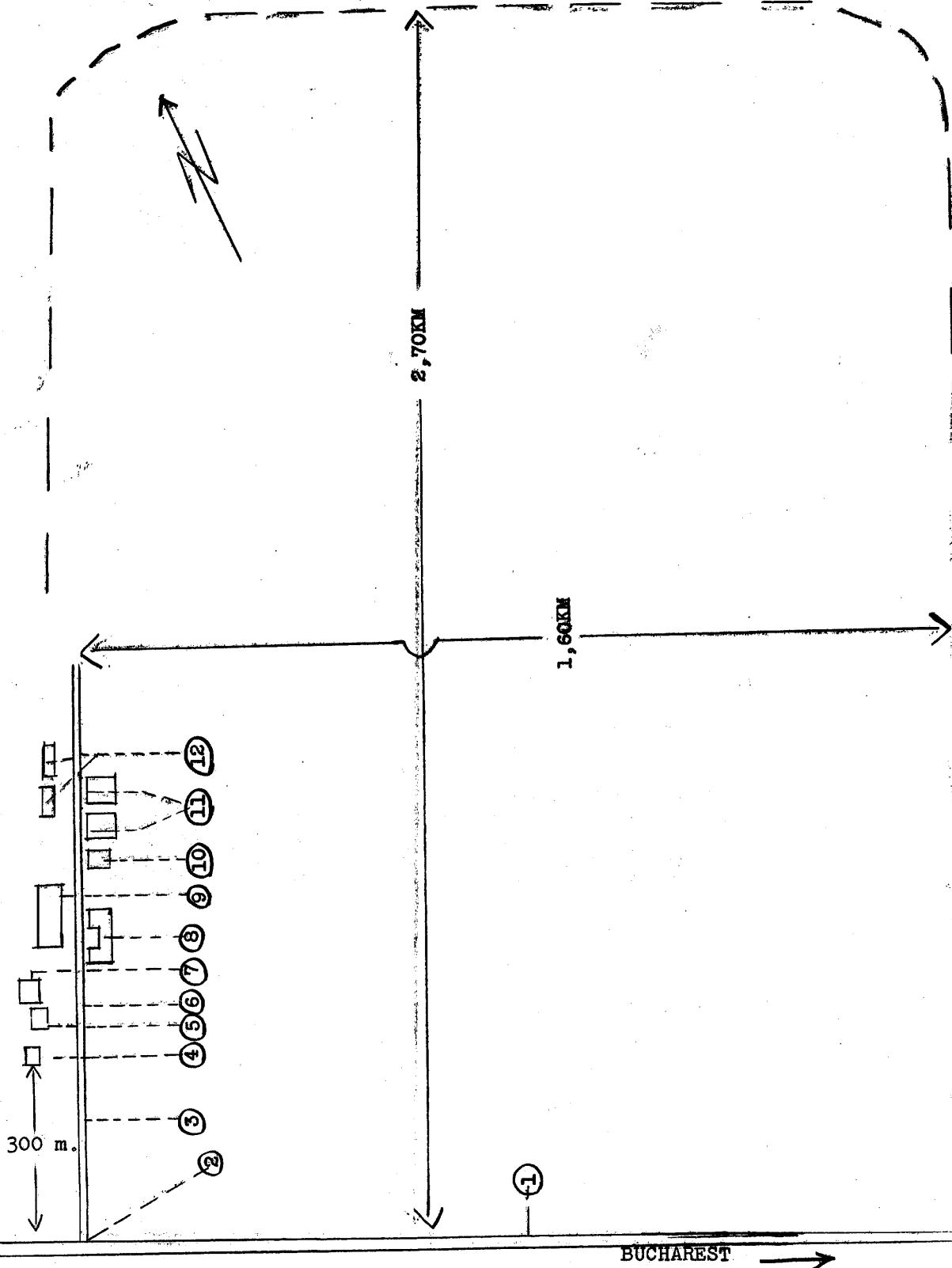
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ENCLOSURE NO. 2: Memory Sketch - Giulesti Airfield

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